

English translation of amendments to the claims under PCT Article 19 (35 USC 371(c)(3)).

1. Light aeroplane of the ultra light class and sport plane category, that means with a maximum take-off weight (Maximally Take-off Weight MTOW) each of 452.5kg to 590kg according to regulation comprising an engine arranged at the nose with tractor propellers and cabin cell arranged behind and being wide enough for two adjacent passenger seats, **characterized in that** the cabin is so large that a virtual flat cabin floor is defined in it, leaving free orthorhombic space of at least 190cm in length, at least 45cm wide and at least 40 cm in height, that allows the reception of a person lying on a stretcher (26).
2. Light aeroplane of the ultra light class and sport plane category according to claim 1, **characterized in that** a central tube (1) with at least a 200mm diameter that extends along the aeroplane longitudinal axis, and in that a square profile element (12) is transversally guided edgewise beneath this central tube (1) and is rigidly connected to said tube in a positively engaged manner, in which said square profile (12), seen from the front side, gable shaped arranged shock strut tubes (22, 23) for the main wheels are supported, as well as being fixed with its ends at its back side an upward rising tube bend (11) beyond the length of the square profile (12), that is bordered from the front side by a plastic U-shaped profile (34) in the cross section, which defines the back door frame and the local external outline of the cabin, and in that above the square profile (12) the level of a virtual plane cabin bottom is defined, that extends transversely beyond the square profile (12), in which the free remaining space above this virtual bottom presents an orthorhombic space of at least 190cm in length, at least 45 cm wide and at least 40cm in height thus making possible the reception of a person lying on a stretcher (26).
3. Light aeroplane of the ultra light class and sport plane category according to claim 2, **characterized in that** the tube bend (11) being obliquely backward inclined and extending along the inner cell wall, whose doors fixed above (47) laterally connect with its back edge at the tube bend (11) and its edge profile (34), being above at least 100cm wide and on the height of the upper side of the central tube (1) being at least 120cm wide, as well as at their lower edge, that lies on the height of the lower side of the central tube (1), being at least 95cm wide, so that a stretcher (26) with a length of 190cm, a 90cm long leg area with a width of 30cm and being retractile into the cabin after a 20cm long bevel following a 45cm wide upper body area in horizontal position oblique-angled with foot side ahead from obliquely in front and being able hereafter to slide turning into the final position in the cabin, in which it can be blocked parallel to the central tube (1) besides the same.

4. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 3, **characterized in that** the lower side of the end zones of the square profile (12) at least means each being braced to tube struts (13) guided obliquely to the rear side at the central tube (1).
5. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 4, **characterized in that** the fuel tank (25) is arranged behind the square profile (12) and its width extends beyond the length of the square profile element (12), comprising a recess on its upper side, in the area of the central tube (1), in order to house the said tube and in the case of the presence of tubing struts (13), leading from the lower side of the square profile (12) obliquely to the rear side to the central tube (1), comprising accordingly formed recesses in the fuel tank bottom, with which it remains lying on the transverse struts (13).
6. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 5, **characterized in that** at the front side of the square profile (12) in flight direction, at least on its left side, extending two frontward pointed supporting rails (29), parallel to each other, that are braced by means of oblique struts (30) downwards to the front side (33) of the square profile element (12) and on said supporting rail (29) a seat (31) is guided into several positions by means of a carriage.
7. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 6, **characterized in that** the tank (25) is a container of warm deformed carbon fibre reinforced plastic, produced in the vacuum process at an external negative form with a capacity of at least 80 to 120 litres.
8. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 7, **characterized in that** behind the square profile (12), at the central tube (1), an electrical rope capstan (51) with electric motor and angle gear box is arranged for retracting the rope of a rope way for drawing gliders.
9. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 8, **characterized in that** the motor mount (2) is a welded tube construction with four thread sleeves (24) directed parallel to each other and frontward, defining the edges of a trapezium in order to screw the engine (35), which sits over the front end zone of the central tube (1), and a charge air cooler being arranged behind the motor mount (2).

10. Light aeroplane of the ultra light class and sport plane category according to one of the claims 2 to 9, **characterized in that** it is designed as single-seater for a gliding trailer, being mounted a tank on the opposite side of the pilot's seat of the central tube (1).